

ing in central sections, but elsewhere in the belt where harvest had not been completed the weather was favorable and good progress was made. The mild, dry weather during the last decade made conditions excellent for field work, and picking the remaining cotton crop made good advance. Practically all cotton had been picked in eastern Oklahoma, with a little top crop still being harvested in the lower Rio Grande Valley of Texas.

Miscellaneous crops.—Continued absence of sufficient rainfall in southern sections made conditions very unfavorable for pastures and they were generally poor. Ranges continued mostly good to excellent in the great western grazing areas, but lack of adequate moisture was

detrimental in parts of the Southwest, particularly in southeastern New Mexico and western Texas. Livestock continued in fine shape generally, with only a little housing and feeding necessary.

Dry weather was very unfavorable for truck in the Southeast, with poor progress reported. Conditions in Louisiana were excellent for sugar cane, with quality reported high generally. Tobacco was casing well in Wisconsin at the close of the month, but stripping was awaiting colder weather. Citrus trees were wilting in Florida the latter part, and fruit was coloring slowly, due to warmth; cool weather was favorable in California, with rapid coloring reported.

WEATHER ON THE ATLANTIC AND PACIFIC OCEANS

NORTH ATLANTIC OCEAN

By F. A. YOUNG

Taking the ocean as a whole, the number of days with unfavorable conditions was fully equal to, if not in excess of, the normal for November. Not only were the steamer lanes swept by frequent storms but disturbances were also encountered in southern waters.

Fog was reported on from seven to eight days over the Grand Banks and off the coast of Nova Scotia, and on from one to three days in European waters, while the middle section of the steamer lanes was comparatively clear. An unusual report of fog in southern waters was rendered by the Dutch S. S. *Waalwijk*, en route from Bahia to Las Palmas. On the 9th, while near the twenty-fifth parallel, between the twenty-fifth and thirtieth meridians, the ship encountered an intermittent and very wet fog.

TABLE 1.—Averages, departures, and extremes of atmospheric pressure at sea level, 8 a. m. (75th meridian), North Atlantic Ocean, November, 1927

	Average pres- sure	Depart- ure ¹	High- est	Date	Low- est	Date
	Inches	Inch	Inches		Inches	
Belle Isle, Newfoundland.....	29.98	+0.10	30.42	2d 1.	29.32	30th.
Halifax, Nova Scotia.....	30.15	+0.15	30.78	14th.	29.40	6th.
Nantucket.....	30.11	+0.02	30.71	14th.	29.16	4th.
Hatteras.....	30.19	+0.07	30.52	13th.	29.58	3d.
Key West.....	30.08	+0.05	30.28	22d.	29.82	3d.
New Orleans.....	30.16	+0.05	30.42	20th.	29.90	16th.
Cape Gracias, Honduras.....	29.85	-0.05	29.94	22d.	29.76	29th.
Turks Island.....	30.02	+0.01	30.12	10th 1.	29.82	31.
Bermuda.....	30.23	+0.15	30.44	13th 1.	29.48	4th.
Horta, Azores.....	30.20	+0.10	30.50	11th.	29.62	7th.
Lerwick, Shetland Islands.....	29.82	+0.12	30.42	30th.	29.10	5th.
Valencia, Ireland.....	29.96	+0.07	30.57	29th.	29.43	6th.
London.....	29.96	+0.02	30.50	26th.	29.30	7th.

¹ From normals shown on Hydrographic Office Pilot Chart, based on observations at Greenwich mean noon, or 7 a. m., 75th meridian.

² And on other dates.

Charts VIII and IX show the conditions on the 1st and 2d, respectively, and give an idea of the progress of the extensive and severe disturbance that covered a large area of the ocean on October 31, as shown by Chart XI for that month. Charts VIII and IX also show the positions on the 1st and 2d of the disturbance that moved northeastward along the American coast during

the early days of the month. This disturbance reached its greatest intensity on the 4th, when central near Nantucket, the storm area on that day extending from the thirtieth to forty-fifth parallel, west of the sixtieth meridian.

On the 5th a shallow depression was central near 32° N., 42° W. This moved slowly eastward, increasing in intensity. On the 8th the center was not far from Lisbon and moderate to strong gales prevailed in the vicinity of Madeira; it then passed into the Mediterranean, gradually filling in.

From the 5th to 10th there was also a disturbance over the eastern section of the northern steamer lanes. On the 7th and 8th the storm area extended as far west as the thirtieth meridian, while on the 9th and 10th the heavy weather was confined to the region east of the fifteenth meridian.

On the 10th there was a fairly severe disturbance off the coast of Nova Scotia that moved rapidly northeastward. From the 11th to 14th moderate weather prevailed over the ocean as a whole.

On the 15th a low was off the south coast of Greenland that afterwards developed into a severe disturbance as it moved eastward, with gales over the middle section of the steamer lanes. From the 20th to 22d the center of this low was near the English Channel; it then recurved sharply toward the north, and on the 24th was in the vicinity of Iceland.

On the 17th and 18th gales occurred along the American coast between Hatteras and New York.

On the 20th comparatively low pressure developed over the region between Porto Rico and the east coast of Cuba. Light winds were reported from that vicinity, but the force of the wind increased with a rising barometer and by the 23d reached a force of 7, with barometric readings well over 30 inches.

On the 24th and 25th the middle section of the steamer lanes was swept by strong gales that subsided as the accompanying low moved eastward. The center of this low on the 26th was near Iceland.

On the 26th a northerly gale prevailed in the western part of the Mediterranean, as shown by storm report from the British S. S. *Bloomfield*.

From the 27th to 30th there ensued another period of stormy weather over the eastern section of the steamer lanes, and on the 29th the northeast trades were stronger than usual, reaching a force of 7.